

CENTRAL INTELLIGENCE AGENCY

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1. Civilian airport in Gottwald-Otrokvice is located near the town of Otrokvice to the southwest (the communities of Batov and Otrokvice were merged and are today called Gottwaldov IX). Along the southwest border of the airport there is double-track railway of the Czechoslovak State Railroads Prerov - Bréclav. The geographic location of the airport is as follows: 17° 31' 15" east longitude and 49° 12' 00" north latitude. The area of the airport is approximately 180 meters above sea level; prevailing winds are from the north. Visibility is very bad, and there is much fog and smoke from the factories. The temperature is mild, but the rainfall is heavy.
2. The surface of the airport is covered with grass. The runways point 180 - 360° and are marked with white strips approximately 150 meters wide. Planes take-off toward the north. The surface of the airfield is very good and dry most of the time, even during heavy rains, as long as the Morava River is not too high. The above runway is used only for the landing and take-off of large planes. Other planes use the whole area of the airfield and land as well as take-off in all directions.
3. The control tower is located on the terminal building. The airfield is equipped with devices for night landing, but does not have the "T" light. The approaches are not marked with blue lights and blind landing equipment is not used because of the slope. The starting runway is marked with white battery lights. The lights on the starting runways can be removed if necessary. The search light is located on the air terminal building and revolves. Occasionally it is used for night landing. There is also a turning searchlight, visible up to 10 kilometers, on the former Bata factory on Gottwald street.
4. Within the radius of five kilometers, access to the airport is hindered by hills on the right side of the Morava River, approximately 100 meters above the level of the airport. The highest summit of these hills is 130 meters above the level of the airport and they are about one kilometer from the airport. Toward the southwest, close to the area of the airfield there is a railway on an embankment 10 meters high. There is also a railway guard's house on the embankment which is marked with red lights at night. These obstacles make landings and take-offs on the airfield rather difficult. There are practically no other obstacles within a radius of 20 kilometers and the region is fairly flat.

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5. The customs office is located at the airport. It does not, however, have a permanent staff and the customs officials come to the airport from town if necessary. Merchandise going through the customs office is mostly from the Bata factories.
6. The National Security Corps from Otrokovice is in charge of guarding the airport and of passenger control. The members are armed with pistols and submachine guns. There is one light machine gun in the guard room. There are six men permanently on duty; two of them patrol the area. In addition, there are also night guards from the Czechoslovak Airlines and from the LET plant.
7. There is a permanent medical service at the airport with a first aid room, a surgeon on duty, and two ambulances.
8. Water is supplied by the city water works, electric current by the public power network. Gasoline is stored in underground tanks with approximately 60,000 liters capacity and oil is stored in barrels. The airport is equipped with a public-address system.
9. The repair workshops of the Czechoslovak Airlines (CSA) are located in the hangars. The LET plant has its own repair workshop in the plant.
10. There is a local and regional flight control at the airport operated by the Czechoslovak Airlines (CSA). The local flight control uses the Liaison system, frequency 1015 kHz/6 or 5050 kHz/sec. [redacted] The goniometric station in the axis of the starting runway has one radio receiver EPA, frequency 333 kHz/sec. The main transmitter is southeast of the airport, a single-story concrete building, 10 x 10, with antennae. The transmitters are a Bellcraft, a Liaison and a German transmitter of unknown make. There is no protection against air raids.
11. The following planes are based at the field:
  - (a) Planes of the Czechoslovak Airlines (CSA) are:
 

Three Siba	12 AERO 45	Three Zlin 181
Five Zlin 181	Two Zlin 22	12 Stork
One Cessna 310	One Moravan UC 64 or 71	
  - (b) Planes of the LET plant:
 

Eight Zlin 181	One Stork-Fieseler	One "Morane"
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 In the hangars of the LET plant there are approximately 50 Zlin 381 and Zlin 26. Some of them are in the hangars of the local Aeroclubs, some standing in the open.
  - (c) Planes of the local Aeroclub in Napajedla (the town of Napajedla is about four kilometers from the airport):
 

Three Napajedla	Two Zlin 381	One Praga E 114
One Zlin 181	Four gliders	
  - (d) Planes of the local Aeroclub in Gottwaldov I (this Aeroclub is two kilometers):
 

Five Zlin 381	Two Sokol MC1	One Praga E 114
One Zlin 24	One C 104	

 This airfield is used by the Czechoslovak Army for testing and receiving planes of Czechoslovak and foreign makes.
12. The airfield is accessible by a road approximately six meters wide, made partly of concrete and partly of asphalt. There is no railway track connection with the airport. Gasoline is brought by trucks.
13. Personnel of the Czechoslovak Airlines are as follows:
  - (a) The administrator of the airport.
  - (b) Two take-off foremen
  - (c) Two flight control officers
  - (d) Two men in the goniometric station
  - (e) Two radio mechanics on the main radio transmitter
  - (f) Two radio mechanics in the teletype offices
  - (g) Three men of the meteorological service
14. Emergency service is handled by the employees of the Czechoslovak Airlines (mechanics and administrative employees). The total number of employees is about 80 - 100 men. The number of employees of the LET plant, as well as of both Aeroclubs, is not known. [redacted]

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15. This airfield was originally built by the Bata factory and LET factory in Zlin. Some of the hangars were handed over to the LET plant by the Bata works after 1945. The rest remained the property of the Bata factory which is now called Svit, National Corporation. In the spring of 1949, the airplane division of the Svit plant became independent and received the name Svitlet, public air transport company in Gottwaldov. In the spring of 1951, the Svitlet was abolished and became part of the Czechoslovak Airlines (CSA), National Corporation in Prague, department for non-scheduled flights and aerotaxi service.

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- ENCLOSURE (A): Map Showing Geographic Location of the Factory and Civilian Airport in Gottwald-Otrokovice  
(B): Sketch of Civilian and Factory Airport in Gottwald-Otrokovice With Legend

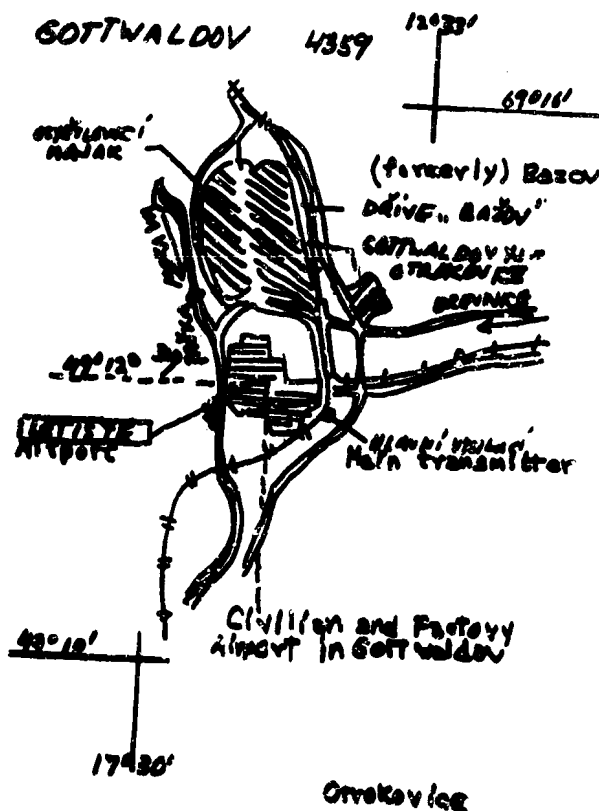
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ENCLOSURE (A)

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MAP SHOWING GEOGRAPHIC LOCATION OF THE FACTORY AND CIVILIAN AIRPORT IN GOTTHALD-OTROKOVICE



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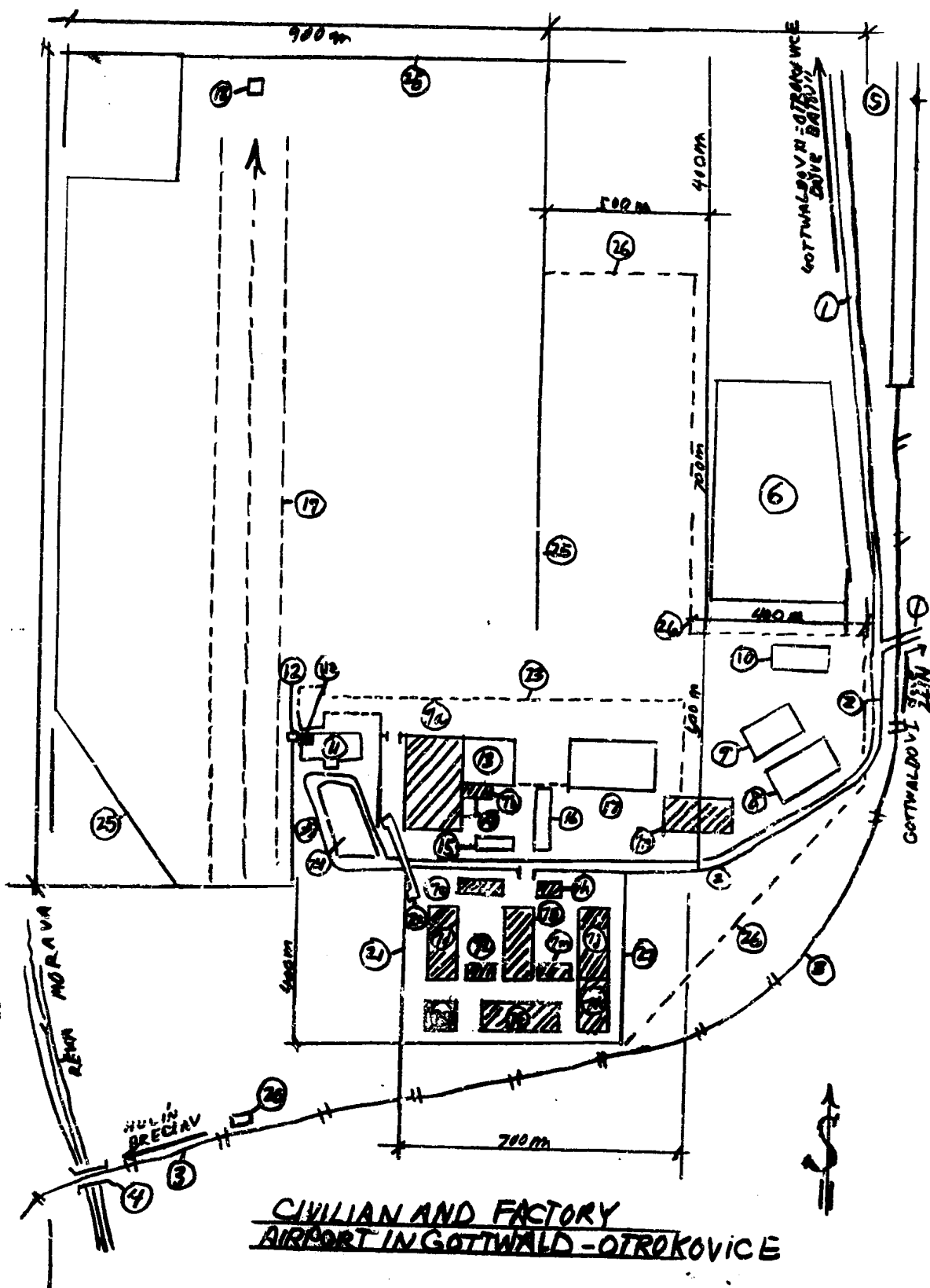
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SKETCH OF CIVILIAN AND FACTORY AIRPORT IN GOTTWALD-OTROKOVICE WITH LEGEND



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ENCLOSURE (B)

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## Legend

- 1.... State highway Otrokovice (now Gottwaldov XI) - Zlín (now Gottwaldov X), approximately nine meters wide, made of asphalt.
- 2.... Road to the airport and to the LET plant; partly concrete, partly asphalt, nine meters wide.
- 3.... Double-track railway of the Czechoslovak State Railroads Otrokovice - Halič - Breclav going on the southwest outskirts of the airport on an embankment 10 meters high.
- 4.... Steel bridge over the Morava River
- 5.... Railway station of the Czechoslovak State Railroads in Otrokovice.
- 6.... Houses in Otrokovice.

Factory Halls of the LET Plant 7(a) thru 7(n).

- 7(a). Steel and brick hangar, 100 x 50 x 12 meters, with a flat concrete roof. In this hangar is located the assembly plant of the LET factory and storage of ready products.
- 7(b). Boiler room for the hangar described under point 7 (a); a single-story brick building, 20 x 8 meters, with a tar paper roof.
- 7(c). Canteen and kitchen, a single story brick house, 30 x 10 meters, with a tar paper roof.
- 7(d). Cabinetmaker's and paint workshop: a single-story brick building 30 x 30 meters with a flat roof.
- 7(e). Gasoline and oil depot (for gasoline and oil in barrels); a single-story concrete building, 30 x 30 meters, with a flat concrete roof.
- 7(f). Hall for engine production; a single-story brick building, 30 x 30 meters.
- 7(g). Engine hall for the production of engines. Now the hall makes parts for airplanes. In the same building there is a repair workshop for engines. A single-story brick building, 30 x 30 meters, with a flat roof.
- 7(h). Metalworking and repair shop; a single-story brick building, 30 x 30 meters with a flat roof.
- 7(i). Machine shop; a building, 30 x 30 meters, with a flat roof. The machine shop is the machine hall of the factory and various machine tools. On the second floor are the administrative offices.
- 7(j). Hall for the production of the LET works; a single-story concrete building, 30 x 15 meters. The hall room makes a room for the production of the LET works. The hall was built in 1951.
- 7(k). Wood and interior work; a wooden shed, 30 x 20 meters, with a flat roof.
- 7(l). Hangar, wooden construction, approximately seven meters high, 30 x 30 meters. In this hangar the airplanes are painted.
- 7(m). Unidentified
- 8.... Hangar of the local Aeroclub in Napajedla. A single-story wooden construction, 30 x 40 x 2 meters with a tar-paper roof.
- 9.... Hangar of the local Aeroclub in Gottwaldov with garages and workshops. Hangar is 30 x 30 x 2 meters.
- 10.... Buildings of the Czechoslovak Airlines (CSA). Air terminal: a two-story building, 50 x 30 meters, made of concrete with a flat roof.
- 11.... Control tower, a wooden construction, five meters high with a light on top. The size of the base is 5 x 3 meters.
- 12.... Search light
- 13.... Hangar, a steel and brick construction 40 x 40 x 12 meters, with a flat roof. Houses planes of the Czechoslovak Airlines (CSA).
- 14.... Workshops of the Czechoslovak Airlines (CSA); radio workshop; machine workshop, etc; a single-story building, 20 x 10 meters, with a flat roof.
- 15.... Garages; a single-story barrack, 20 x 10 meters with a tarpaper roof.
- 16.... Storage place for plane parts and material and technical office; a single-story wooden barrack, 40 x 10 meters.
- 17.... Hangar of the Czechoslovak Airlines (CSA); wooden construction, 150 x 14 meters, with a tar paper roof.
- 18.... Goniometrical station, a single-story brick building, 10 x 8 x 3 meters.
- 19.... Runway (surface grass), 1400 meters long; 150 meters wide; marked with strips painted in white.
- 20.... Railroad guard house on the embankment; marked at night with a red light as it is located in the axis of the runway.
- 21.... Fence of the LET plant
- 22.... Wooden bridge for the employees of the LET plant
- 23.... Concrete tiles
- 24.... Grass surface of the airport (area)
- 25.... Red and white signs marking the edges of the airport
- 26.... The boundaries of the airport (not specially marked)

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